SHOW GREAT FORM AND SPEED. cord for a Mile on the Harlem River Course Beaten by Winning Crew-Fine Sport at Middle States' Regatta-Local Crews Outclass the Quakers Rumohr's Bad Foul.

Full of incidents and good races from the start at half-past 9 o'clock in the morning until the ast event was decided at dusk, the eleventh annual regatta of the Middle States' Regatta Association, held on the Harlem River yesterday, eclipsed all its predecessors and so far as interesting contests are concerned even outclassed the national races held earlier in the eason. The old course of one mile from Gates's lumber yard to Central Bridge was selected, but the marks were moved about a hundred feet downstream to avoid the eddles sweeping under the big bridge.

Davy Roach and the Dauntless eight-oared crew were the heroes of the day. The Daunt-less eight rowed for the first time in a senior race, having only graduated into that class by victory in the intermediate event at the national regatta. Against the youngsters were eight veterans representing the Bohemian Boat Club. Davy Roach brought the Dauntless boys to the line in condition and rowing in a style that a college 'varsity eight might After a hard race they showed their quality by sweeping over the line in 4 minutes 49% seconds, the fastest time ever made by a crew on the Harlem River course.

Conditions when the big race took place favored fast time, as the tide, though not a swift one, was in favor of the oarsmen, while the wind was also with them. Earlier in the day the weather was not so favorable Owing to the stiff wind that nullified the tidal advantage, only one race, the intermediate doubles, was rowed with the finish at the lumber yard, and in consequence the big crowd that thronged the boat houses, bridges and docks at the upper part of the course, viewed the races at the interesting stage, where the final struggle for

The success of the local crews was unprecedented. Philadelphia, usually such a factor in regattas on the Harlem, was entirely shut out, and in every race where representatives of New York and the Quaker City met, the former showed their superiority

Though all the prizes were won by clubs which are practically in the metropolitan district the Harlem River clubs did not have everything their own way, as the suburban towns and districts came in for a fair share of the honors. Westchester contingent did especially well as two clubs with training quarters in the vicinity of New Rochelle won races. The New York A. C. carried off first honors in the junfor double and centipede races, while the Rochelle R. C. won the intermediate fouroared gig race in impressive style. Flushing supplied a winner in Henry Hilbers, Jr., of the Wahneta B. C., who won the intermediate singles, while the Institute Boat Club's noted four outclassed the other crews in the senior shell race.

Of the Harlem River clubs the Metropolitans showed up best. They scored a splendid victory in the junior eights from four crews representing Philadelphia, Washington and Staten Island, and also won the junior four-oared gig race in decisive fashion. The Union B. C. took the junior singles and junior pair-oared races, defeating the Pennsylvania Barge Club in the latter event, while the Nassaus and Har-

in the latter event, while the Nassaus and Harlem clubs also scored wins.

An unpleasant feature of the day's sport was the palpable foul of Mehrhoff in the senior singles by Rumohr. The latter went away so slovenly that he was either out of condition or felt lukewarm about winning. He had a decided advantage over the Harlem man, when, with half the river to row in, he deliberately crossed into Mehrhoff's water. For a dozen strokes he was warned by the referee to change his course, but took no heed, and when the inevitable foul occurred Rumohr smiled with grim satisfaction that drew cries of disapproval from the big crowd on the boats following the race. The summary:

JUNIOR PAIR CAPS.

JUNIOR PAIR OARS. Pennsylvania Barge Club, Philadelphia—E. H. Iount, bow: A. R. Elton, stroke.
Union B. C. New York—E. Kennelly, bow; D. Lenahan, stroke.
Nonparell R.C.—C.C. Hofman, bow; A. Y. Crawford,

stroke.

The Nonparells led at the start with the Unions second. The "Nons," who had the Westchester shore, held a lead of a length at the half mile, but the bowman pulled too strong an oar for the stroke and they began to edge over toward the Unions, who in turn forced the toward the Unions, who in turn forced the Pennsylvanias toward the New York shore. Meantime the Union pair were coming up hand over hand, and at five-eighths of a mile, when a length and a half in front of the Barge pair, the Unions crashed into the Nonparells. The Pennsylvanias impediately stopped rowing, as they had no room to go around the Unions. The latter crew kept on rowing for a while, but returned at the sound of the referee's whistle. The Nonparell pair were disqualified, and the other two crews started again on even terms at the spot where the foul occurred. By this decision the Unions lost the advantage which they had over the Quakers at the time of the mix-up. The Unions, however, demonstrated their superiority in the final sprint, and drawing away from the Barge Club at every stroke won by a length and a half.

JUNIOR CENTIPEDE POURS.

Harlem R. C., New York-John Shultz, bow, Her-bert Holton, 2; H. Borchert, 3; Charles Schofield, stroke. Varuna B. C., Brooklyn—A. B. Munro, bow; J. H. Hogan, 2; H. J. Morris, 3; F. D. Mackay, stroke. New York A. &C.—J. R. Anderson, bow; B. L. Zimm, 2; D. Campbell, 3; E. Rowell, stroke.

Zimm. 2: D. Campbell, 3: E. Rowell, stroke.

Borchert who rowed at 3 in the Harlem boat, caught a crab directly after the start, and the crew was never in it afterward. The Varunas, who had only had five days practice in the centipede, rowed well for a green crew and led the winged foot boys at half a mile. Then the Travers Island crew hit upthe stroke, and going along in rare style they drew away rapidly. The New Yorks finally won by six lengths from the Varuanas. The Harlems stopped rowing at three-quarters of a mile.

INTERMEDIATE DOUBLE SCULLS.

Hadem R. C. New York—Mark Dayls, how:

INTERMEDIATE DOUBLE SCULIS.

Harlem R. C., New York—Mark Davis, bow;
Stephen Dolan, stroke.
Valencia B. C., Hoboken—A. M. [Beckers, bow;
William Bader, stroke.
Pennsylvania Barge Club, Philadelphia—E. H.
Mount, bow; A. K. Elton, stroke.
Union B. C., New York—W. Rogers, bow; H. Cornell, stroke.
Bohemian B. C., New York—William C. Chrastil,
bow; Joseph Bethensky, stroke.

Bohemian B. C., New York—William C. Chrastil, bow: Joseph Behensky, stroke.

Within the first ten strokes Davis of the Harlem crew broke his oar. The others were immediately recalled, but did not heed the signals, and rowed a desperate race nearly the whole distance before returning for a fresh start. On the second attempt the Valencias got slightly the best of the start and led for 200 yards when the Harlems on the New York shore and the Bohemians on the Westchester shore went by and raced hard for the lead. At the quarter the Harlems led the "Bohoes" by a length, but the latter had the best course and pulled up gradually until they led at the half with the Harlems a length behind and the Unions two lengths further away.

The Harlems dropped further behind at every stroke and were passed by the Unions at the three-quarters, where the Bohemians led by three lengths. The Pennsylvania Barge crew was hopelessly beaten at this stage and stopped rowing. Just before reaching the Third avenue bridge the Unions spurted and began to gain slightly on the leaders, but they rowed too close to the arch and their oars touched the masonry. This put them out of the race for first and the Bohemians won by five lengths, with the Unions second. Going under the bridge the Valencias fouled the Harlems, but the crews went on, and the latter took third place, five lengths behind the Unions and a length and a half in front of the Valencias. Time, 6 minutes, 22 seconds.

JUNIOR QUARTER-MILE DASH, SINGLE SCULLS. J. Farrelly, Union B. C., New York; T. J. Scannell, darlem R. C. New York; Samuel A. Cramer, Lone Star B. C., New York.

The race was between Farrelly and Cramer. The former held a slight advantage throughout and crossed the line a winner by half a length. Time, I minute 15 seconds. INTERMEDIATE FOUR-OARED GIGS.

Wyanoke B. C., New York, -W. Vogeney, bow: A. nerim, 2; J. Breen, 5; H. Miller, stroke: George Hagge, coxswain.

Crescent B. C., Philadelphia. — W. J. Sharpe, bow:
Richard Steele. 2; F. Highley. 5; John Stafford, stroke; Walton Long, coxswain.

New Rochelle R. C.—F. M. Carpenter, bow; F. B. Abramson, 2. J. B. Cothran, 3; B. B. Badeau, stroke; A. K. Gallaudet, coxswain.

A K. Gallaudet conswain.

The Wyanokes got away best and had a length advantage after the first 100 yards, while the New Rochelle crew was last. When the crews emerged from under the Madison avenue bridge the New Rochelles led with the other two crews on even terms. The New Rochelles had half a length of open water at the half, while the Crescents were a quarter of a length in front of the Wyanokes. The New Rochelles won, thoroughly pumped outs by three lengths. The Wyanokes beat the Crescents a similar distance for the place. Time cents a similar distance for the place.

M. Winship, 2; J. Rowland, 6; G. A. Hernan, 4; D. P. McGowan, 5; H. C. Cobburn, 6; E. K. Lowe, 7; G. T. May, stroke; William Young, coxawain.

West Philadelphia B. C.—J. A. Doyle, bow; G. Campbell, 2; W. Weed, 5; W. Dafiey, 4; H. Cardenza, 5; J. Miskey, 6; J. Serrill, 7; H. Bryant, stroke; L. Gorman, coxywain.
Staten Island B. C.—Louis Lafarge, bow; G. O. Mil-ler, 2, William Davey, 3; N. Donald, 4; A. J. White-law, 5; R. Cochran, 6; V. Garrett, 7; S. Taglor, stroke; William Tooker, Jr., coxswain.

ler. 2. William Davey. 5. N. Donald. 4: A. J. Whitelaw. 5: R. Cochran, 6: V. Garrett, 7: S. Taylor,
stroke; William Tooker, Jr., coxswain.

This was a grand race from start to finish.

The Mets caught the water first, and rowing
about 4s to the minute went under the Madison
a venue bridge with half a length's lead over
the West Philadelphians, the Potomacs being
third. The Mets settled down a little, but
Goepfert still set them a regular sculler's stroke,
and at the quarter they were rowing 45. The
Quakers went along smoothly with a much
slower stroke and led at the quarter by a length
with the Mets and Potomacs fighting it out
on even terms. The Cliftons were fourth, a
length away and two lengths shead of their
rivals, the Staten Island B. C. Goepfert hit the
stroke up again in the next quarter, and at the
half the Mets again had a shade the best of it.
They were rowing side by side with the Potomacs
and carried the Washington crew along so that it
was half a length in front of the West Philadelphians. A desperate race ensued from this
point and at the three-quarters the Mets led
by a few feet only, with the Washington and
Philadelphia crews racing bow and bow. The
tremendous pace began to tell on the Quakers
and they fell away a little, but the Mets and
Potomacs passed the boathouses with the New
York crew only a few feet in the lead, while
the crowd cheered the struggling oarsmen
wildly. The Potomacs hit up their stroke near
the finish and for a few strokes the two boats
were one-tourth of a length from the Potomacs.
The West Philadelphians were third, a length
and a half away. The Cliftons came fast in the
last quarter of a mile and were beaten less than
a length for third place. The Staten Islanders
were three lengths further behind. Time, 5
minutes 24½ seconds.

INTERMEDIATE SINGLE SCUIAS.

Joseph Behensky, Bohemian B. C. N. Y.: M. A.

Joseph Behensky, Bohemian B. C., N. Y.; M. A. Cornell, Union B. C., N. Y.; M. A. C., N. Y.; Henry Hilbers, Wahnetah B. C., Flushing, A. G. Reane, New York A. C.; Jesse W. Powers, Nassau B. C., N. Y.

A. G. Reane. New York A. C.; Jesse W. Powers, Nassau B. C., N. Y.

The trial heats of this race were rowed in the morning. Behensky won the first trial with Davis second in 7 minutes 48 seconds. Hilbers took the second with Powers second in 7 minutes 48 second.

Bavis did not start in the final. The others got away well together and at the quarter Hilbers led by a few feet, with Behensky one half a length in front of Powers. The Boho and the Flushing sculler drew further away from Powers and at the half-mile the Nassau man was three lengths behind the leaders, who were almost locked. At three quarters of a mile Hilbers and Behensky's boats were low and bow, and a heart-breaking struggle ensued. The "Boho" could not stand the wife and stopped fifty yards from the finish, when only a few yards behind Hilbers. The latter let up for a stroke or two and then paddled over the line one-half a length to the good. Powers was four lengths behind Behensky. Time 6 minutes 29 seconds.

Time 6 minutes 29 seconds.

SENIOR SINGLE SCULIS.

John A. Rumbhr. Harlem R. C. N. Y.; L. Mason, Passaic B. C.; William Mehrhoff, Nassau B. C., N. Y.; C. L. Titus, Young Men's G. C., New Orleans.

This race was marred by a bad foul. Rumohr and Mehrhoff were left slightly at the start and Titus went under the bridge with a lead of half a length. Both Rumohr and Mehrhoff were scuilling in fine style, however, and the trio were on even terms at the quarter, with Mason already four lengths behind. Rumohr then began to hit it up, but he could not get away from the sturdy Nassau oarsmen, and at the half he was only a quarter of a length to the good, while Mehrhoff had a length the best of Titus. Rumohr drew away until when near the three-quarter mark he was a length and a half in front of Mehrhoff. Then the Harlem man began stering in a peculiar fashion, and with scarcely a chance of clearing Mehrhoff's shell, he apparently crossed deliberately into the latter's water. The Nassau sculler ran into Rumohr's boat almost opposite the Nonparell boathouse, and the big crowd yelled derisively at the Harlem man.

The boats were locked together for a few seconds and when they separated Mehrhoff went overboard. Titus who was two and a half lengths behind rowed to the finish in spite of the recall. Rumohr was disqualified, and the latter part of the race ordered rowed over. The re-row was the last feature of the programme. Mehrhoff received the advantage over Titus which he had when the foul occurred. As the men had only a quarter of a mile to go this made it easy for the Nassau sculler, who wen by three lengths from Titus.

JUNIOR SINGLE SCULIS.

A. C. McCloskey, Pennsylvanta Barge Club, Phila-SENIOR SINGLE SCULIS.

JUNIOR SINGLE SCULLS. A. C. McCloskey, Pennsylvania Barge Club, Phila-delphia; John Pardue, Institute B. C., Newark: Frank Veseley, Bohemian B. C., New York; S. Hlavac, Friendship B. C., New York; Samuel A. Cramer, Lone Star B. C., New York; W. H. Yates, Daumiless R. C., New York; Max Hirsch, Harlem R. C., New York

New York; Max Hirsch, Harlem R. C., New York
Hirsch won the first trial heat in the morning
with Cramer second in 6 minutes 58½ seconds.
McCloskey took the second in 6 minutes 52
seconds, with Pardue second.
In the final Hirsch took the lead at the start
and at the quarter led by a length, with Cramer
second and McCloskey third, two lengths further back. At the half-mile the Philadelphia
sculler showed a flash of speed, but steered
badly and zizzagged all over the river. Cramer
made a determined effort to overtake Hirsch
in the last quarter, but the Harlem man finished strong and won by a length and a half.
Cramer beat McCloskey three lengths for the
place, while Pardue was last, two lengths behind. Time, 6 minutes 3 seconds.

SENIOR FOUR-OARED SHELLS. BENIOR FOUR-OARED SHELLS.

Institute B. C., Newark-C. J. Carney, bow; F. Sulitsan, 2: John Haller, 3: J. V. Lupo, stroke.

Union B. C., New York-M. A. Connell, bow; H. Connell, 2: J. Farrelly, 3: W. Rogers, stroke.

Crescent B. C., Philadelphia-H. Smith, bow; H. E. Pepper, 2: H. B. Bruner, 3: E. E. Penniwell, stroke.

This was a practical walk-over for the Institutes. They took the lead at the start, and after the first quarter were never less than two lengths to the good. The Crescents held second place until the three-quarters, when the Unions, who only entered to fill up the event, went by the Qualkers and finished second, two lengths behind the Institutes and a similar distance in front of the Crescents.

Time, 5 minutes 19 seconds.

JUNIOR DOUBLE SCULLS.

JUNIOR DOUBLE SCULLS. NASSAU B. C., N. Y .- M. R. Palmer, bow; A. S. Vosorg, stroke. New York A. C.-James Anderson, bow; B. L. New York A. Stroke, Pennsylvania Barge Club, Philadelphia—M. Long, Pennsylvania Barge Club, Philadelphia—M. Long, Pow. E. H. Walker, stroke, Metropolitan R. C., N. Y.—Byron R. Sackett, bow; John Ormsby, stroke, Vesper B. C. Philadelphia—M. McClanaghan, bow; W. Foelker, stroke.
Harlem R. C., N. Y.—Charles Scofield, bow; John Shultz, stroke.
Nonparell R. C., N. Y.—Adolph Kroll, bow; L. H. Raymond, Jr. stroke. Raymond. Jr. stroke.

The New York A. C. won the first trial heat, with the Nassaus second, in 7 minutes 1934 seconds. The Harlems won the second heat, with the Vespers second. Time, 6 minutes 44

with the Vespers second. Time, 6 minutes 44 seconds.

The final heat looked to be an easy thing for the Harlems, and the double wearing the blue stripe were two lengths in front of the New York A. C. at one-quarter of a mile, with the Vespers, third, almost as far behind. At the half-mile the Harlems had increased their lead to three lengths, but the race soon assumed a different complexion, as the New Yorks, soulling in pretty style, drew up hand over hand, and their was scarcely open water between the two boats at the three-quarters. From that point to the finish the New Yorks rowed a grand uphill race, and nailing the Harlems 100 yards from the line won in a jumping finish by two feet. Time, 5 minutes 20 seconds.

JUNIOR FOUR-OARED GIGS.

JUNIOR FOUR-OARED GIGS.

Clifton B. C., Staten Island—G. S. Scofield, bow;
M. F. Quigley, 2; E. T. King, 5; D. H. McDougall,
stroke; W. R. West, eorswain.
Atalanta B. C., N. Y.—C. G. Duffy, bow; John J.
Knex, 2; P. W. Hoenack, 3; F. P. Kafka, stroke;
C. A. Becke, Jr., coxxwain.
Metropolitan R. C., N. Y.—A. D. Hunt, bow; A. S.
Corbett, 2; Joseph Smith, 3; George Slater, stroke;
W. H. Dunn, coxxwain.
Crescent B. C., Philadelphia—William Forbes, bow;
J. Christopher, 2; C. L. Morris, 3; William Brewet,
stroke; Waiter Long, coxxwain.
The Cliftons were quickest into their rowing
and led going under the bridge with the Mets
second. A sharp struggle for the lead ended
in favor of the New York crew and the Mets
were half a length to the good at the quarter with the Crescents third, one and a half
lengths behind the Cliftons. The Cliftons
were a length behind the Mets at half a mile and
shortly after King at 3 in the Staten Island
boat slipped his seat. This put them out of the
race for first place, but the Cliftons pluckily
continued, King rowing without using his seat.
The Metropolitans won by three lengths, while
the Cliftons finished second, two lengths in
front of the Crescents. Time 5 minutes 39
seconds.

SENIOR EIGHT-OARED SHELLS

SENIOR RIGHT-OARED SHELLS.

Dauntless B. C., N.Y.—E. C. Conlin, bow; H. Briner.

2; C. A. Hopfensack, 3; P. Wolfskehl, 4; H. Siebeneicher, 5; J. P. liastone, 6; L. A. Goldstone, 7; W.
Adee, stroke: J. C. Edgerton, coxswaln.
Bohemian B. C. N. Y.—William C. Chrastil, bow;
Frank Vesely, 2; J. Drenek, 5; Fred. Budry, 4;
Al Chaloupka, 5; V. Ladman, 6; Joseph Behensky,
7; Joseph Koudelka, stroke; E. Kalina, coxswaln.

This was looked upon as the race of the day,
and the result fully justified the prediction.
The Bohemians were first away, rowing
a quicker stroke than their rivals. When
the crews settled down the "Bohoes" had nearly
half a length advantage, but they lost this by
wretched steering and at the quarter
the Dauntless boys were only a shade behind.
At 800 yards the boats were bow and bow and
travelling at a great pace. The Dauntless
men were rowing thirty-five to the minute and
showing beautiful body work, while the "Bohoes" were putting in licks at thirty-eight and
excelled infiliade execution.

The steady swing of the Dauntless boys
gained for them a lead of half a length at the
half-mile, but the "Bohoes" hit up their stroke
and drew up almost level again, It was a dying

effort, however, for the Dauntless men pushed their boat ahead until the stern was level with the fourth man of the Bohoes at three-fourths of a mile. Then came the stretch opposite the boathouses and as the ringing cheers of their clubmates on the Dauntless float and balcony greeted the eight oarsmen, they put even more power into the long, rhythmic stroke and, shooting away from the struigding "Bohoes," crossed the line winners by two lengths in 4 minutes 49½ seconds. The time is the fastest ever made on the Harlem River course and the figures of the second crew. 4 minutes 55½ seconds also bested the previous record.

KNICKERBOCKER A. C. CARNIVAL. Interesting Races on Track, Field and Water

at Bayonne. The Knickerbocker Athletic Gub's annual Labor Day carnival of outdoor sports on Knickerbocker Field at Bergen Point was made very interesting for the several thousand spectators by the clever performances of the ambitious contestants. In two cycling races "Jack" Jasper, one of the local cracks, proved "Jack" Jasper, one of the local cracks, proved a genuine favorite. He captured from scratch the final heat in the mile race, and finished second from scratch in the two-mile event. His companion cyclist, "Dan" Quill won first honors in the two-mile race and took second place in the mile event. Another Bayonne boy, Frank Ernst, won third place in the mile

place in the mile event. Arothel bayone boy, Frank Ernst, won third place in the mile race.

In the aquatic and field events the local club's representatives had matters almost their own way. Joseph A. Ruddy won first honors in the short-distance swimming event and captured second prize in the shot-put. H. Reeder finished second in both swimming races, while "Dan" Reuss was third in the shot-put and second in the pole vault. Lucien Barnes, Jr., repeated his victory of Independence Day in the pole vault and W. Coe took the principal trophy in the shot-tossing contest. Second honors in both of the short-distance sprints were won by Joseph P. Cooke of the West Side Y. M. C. A. In the one-hundred-yard dash the winner, Charles W. Hamilton of the Raleigh A. C. negotiated the distance from the 10-yard mark thrice in ten seconds. George Meckel of the Union Settlement A. C. finished first in the quarter-mile run and third in the 300-yard event. Garrett T. Fitzgerald, one of the Star A. C. cracks, won third honors in the half-mile run and second place in the mile event.

Two efforts to eclipse the record for the 50-

Two efforts to eclipse the record for the 50-yard dash were made by Arthur H. Kent of the Pastime A C, but both were futile. Kent covered the distance in excellent time, his figures in both instances being 5-3-5 seconds. The record is 5½ seconds. The winner of the mile run, "Gus Hahn of Albany, proved a veritable surprise. He started from the 75-yard mark, easily loped past competitors with better starts and finished comparatively fresh twenty yards to the good. The summary:

AQUATIC EVENTS.

75. Yard Swimming Race, Handicap—Won by Joseph A. Ruddy, R. A. C., 5 seconds; Henry H. Reeder, K. A. C., 5 seconds, second; George W. Van Cleaf, K. A. C., 10 seconds, third. Time 1 minute 14 1.5 seconds.

200 Yard Swimming, Handicap—Won by L. deB. Handley, K. A. C., 18 seconds; Henry H. Reeder, K. A. C., 6 seconds, second; William W. Swan, N. Y. A. C., 14 seconds, third. Time, 5 minutes 18 seconds. AQUATIC EVENTS.

onds.

TRACK AND FIELD EVENTS.

One-Mile Bievele. Handicap—Final heat won by John Jasper, Bayonne, N. J., scratch: Daniel J. Quill. Hayonne, N. J., scratch: Daniel J. Quill. Hayonne, N. J., scratch: Daniel J. Quill. Hayonne, N. J., 100 yards, third. Time, 2 minutes 34 seconds.

Two-Mile Hievele. Handicap—Won by Daniel J. Quill. Bayonne, N. J., 60 yards, john Jasper, Bayonne, N. J., scratch, second: Henry Steenack, New York city, 120 yards, third. Time, 5 minutes 4 5-5 seconds.

Putting the 16-Pound Shot, Handicap—Won by William W. Coe, K. A. C., 2 feet, with 45 feet 9 inches; Joseph A. Ruddy, K. A. C., 1015 feet, second, with 35 feet 10 inches; Daniel Reuss, K. A. C., 11 feet, third, with 41 feet 4 inches.

Poile Vault for Height, Handicap—Won by Lucien Barnes, Jr., K. A. C., 9 inches, with 11 feet 9 inches; Daniel Reuss, K. A. C., 9 inches, second, with 12 feet 3 inches; Augustus G. Anderson, N. Y. A. C., 9 inches, third, with 10 feet 3 inches.

100-Yard Run, Handicap—Final heat won by Charles W. Hamilton, K. A. C., 10 yards, James P. Cooke, W. S. Y. M. C. A., 9 yards, second, Daniel McCullough, Staten Island, 819 yards, third. Time, 10 seconds.

300-Yard Run, Handicap—Won by R. F. McKinery, P. A. C., 15 yards; James P. Cooke, W. S. TRACK AND FIELD EVENTS. 10 seconds.
300-Yard Run, Handicap—Won by R. F. McKinery
P.A. C. 15 yards; James P. Cooke, W. S.
Y. M. C. A. 26 yards, second; George Meckel, U.
S.A. C. 24 yards, third. Time, 31-5 seconds.
880-Yard Run, Handicap—Won by Theodore G.
McGirr, N. Y. A. C. 36 yards; C. R. Osborne
Yonkers N. Y., 40 yards. second; T. Fitzgeraid.
S. A. C., 42 yards, third. Time, 1 minute 56 seconds. onds.
440-Yard Run, Handicap—Won by George Meckel,
Union Settlement A. C., 28 yards; Otto C. Ordwein,
Pastime A. C., 22 yards, second; Peter J. Corley,
New West Side A. C., 36 yards, third. Time, 49 2-5 New West Side A. C., 36 yards, third. Time, 49 2-5 seconds.
50. Yard Special Run, Scraich—Won by Arthur H. Kent, Pastime A. C.; R. F. McKinery, Pastime A. C., second: W. G. Edwards, Knickerbocker A. C., third. Time, 5-3-5 seconds.
One-Mile Run, Handicap—Won by Gus Hahn, Empire A. C., Abbany, N. Y., 75 yards, G. P. Flitgerald. Star A. C., 50 yards, second: David McMeckin, Jr., Cornell University A. A., 45 yards, third. Time a minutes 30-5-5 seconds.
Association Football Game—Won by the eleven of the Union Settlement A. C., New York, from the team of the Thistie F. C. of Brooklyn by a score of 2 goals to 1 goals.

John Madden Pays \$3,000 for a Meddler Colt. Before the races began at Sheepshead Bay

property of different owners. While the American Horse Exchange ring, where the sale was held, was crowded with horsemen, the prices generally were poor. John Madden gave \$3,000, the top price. for the colt by imp Meddler— Money Box, a brother to Central Trust. The list of horses sold follows: PROPERTY OF F. M. HARPER, NANTURA STUD. Bay colt, by imp. Rossington—Majory: J. E. Segram
Chestrut filly, by imp. Rossington—Valuable;
J. E. Madden

J. E. Madden
Chestnut colt, by imp. Rossington—Dosta;
Middleton & Jungbluth
Chestnut filly, by imp. Rossington—Midalr;
G. C., Johnson
Chestnut colt, by imp. Rossington—Queen
Beluga; T. C. McDowell
Chestnut filly, by imp. Rossington—Semper
idem, J. A. Cahlt
Bay colt, by imp. Rossington—Hecklas; O.
Hoodes ut filly, by imp. Rossington-Unite; C. lly, by imp. Rossington-Helena; J. A. Capir Bay colt, by Patton-Diana: S. W. Street. Chesinut filly, by imp. Rossington-Inez: R. P. Harlin Brown colt, by Patton-Little Diamond; O. Rhodes. Chestnut filly, by imp. Rossington-Truitonne; R. Boyle 90
hestnut filly, by imp. Rossington-Louise
Forest O. Rhodes. 65
Total for fourteen head, \$5,575; average per head,

PROPERTY OF D. T. PULSIFER, NEW YORK. Chestnut colt, by Tenny-Whisperine; H. K.
Knapp
Bay filly, by Tenny-Mattle Stanley; L. El. Total for two head, \$800; average per head, \$400. PROPERTY OF G. W. HEADLEY, EOSEMEATH STUD. Mitchell
Bay filly, by imp. Wagner-Virginia Kinney;
J. Baker
Bay colt, by Hen Strome-Hanoletta; W. Hendrice. Chestnut coit, by St. Maxim-Favorite; T. 

PROPERTY OF F. H. HAWKINS, MIDWAY, KY. PROPERTY OF C. B. LOWRY.

Chestnut colt, by Magian-Gil Bahar; G. C. Brown filly, by Kingston-Imp. Judith; O. L. PROPERTY OF WILLIS FIELD, LEXINGTON, EY. Tom Cosgrove, b. g., by Isaac Murphy—Moun-tain Madge; W. Hendrie

Three thousand people cheered the successful athletes in the open athletic games held resterday by the United Building Trades' Council of Hudson county at Baldwin Park, Jersey City Heights.

Thomas J. Vogellus of the Xaviers made a

splendid showing in the three-mile run, which he won from the virtual scratch mark of 35 seconds. Sumfrom the virtual scratch mark of 35 seconds. Summary:

190-Yard Run, Handicap-Won by August Lemkaw, Iron Cross A. A., 10 Yards; G. H. Hofmann, Anchor A. C., 34 yards, second; P. Smith, St. A. C. C., 24 yards, third. Time, 10 seconds.

226-Yard Run, Handicap-Won by George Bischoff. Pastime A. C., 20 Yards; August Lemkaw, Iron Cross A. A., 24 yards, second; P. Smith, St. A. C. C., 22 yards, third. Time, 23 seconds.

600-Yard Novice Run. Scratch-Won by Frank Clapp, Scottish-American A. C.; William Buckley, Jersey City, second; Walter Gardner, Anchor A. C. third. Time, 1 minute 26 seconds.

880-Yard Run, Handicap-Won by Peter McCabe, Star A. C., 45 yards; John Bell, Anchor A. C., 50 yards, second; George W. Irving, Pastume A. C., 50 yards, second; George W. Irving, Pastume A. C., 50 yards, second; Thomar O'Connor, Pastime A. C., 100 yards; Francis X. Hussey, Star A. C., 100 yards; third. Time, 4 minutes 32 seconds.

Three-Mile Run, Handicap-Won by Thomas J. Vogellus, Kavier A. A., 35 seconds: John H. Smith, Scottish-American A. C., 2 minutes 10 seconds, second; Arthur Ziegier, St. Bartholomew A. C., 2 minutes, third. Time 18 minutes 31 1-5 seconds.

CRACK SHOTS AT SEA GIRT.

HIGH WIND INTERPERES WITH THE NEW JERSEY STATE MEET. Sixth Battalion of Washington Leads in the

Interstate Regimental Match-New York Team at Practice—Capt. Whittemore Makes the Best Score of the Day. SEA GIRT, Sept. 3.-Under conditions that were very trying the sharpshooters who are competing in the ninth annual meeting of the New Jersey State Rifle Association faced the butts this morning. Only a few good scores were made during the day on account of the high wind. It required a steady nerve to hold up a gun in such a gale, particularly on the 200yard range, where the marksmen were obliged to stand. The arrival of the New York team last night added considerable interest to the

The day's shooting opened with the interstate regimental team match The Second Regiment of Washington led at the finish of the 200-yard range with a score of 238, but the scores made by the regiment on the 500-yard range were not high enough to put them better than third place The match was watched by hundreds of interested spectators. Conspicuous among them was Gov. Voorhees, who occupied a tent with Gen, Bird W. Spencer. At the first stage of the match the scores were as follows:

REGIMENTAL INTERSTATE. Open to teams of six from the regimental, battalion and separate company organizations of the Nationa Guard and Naval Reserve of the United States, the United States Army, Navy or Marine Corps, or any foreign Government. Each competitor to have ten shots at 200 and 500 yards, to be followed on Tuesday by skirmish runs: FOURTH NEW JERSEY.

200 Yds. 500 Yds. Total.

Major Henry Lohman ...
Sergt. John McGraun ...
Private W. Tewes ...
Lieut. C. W. Parker ...
Capt. Whittemore ...
Private W. G. Hudson ... .232 258 Totals..... SECOND NEW JERSEY. Lieut. W. B. Martin... Capt. Robert Watson... Major G. V. Packer... Major Jacob Coward... Major Joseph Cline... Capt. R. Reading.... 215 246 Totals .. SIXTH BATTALION Totals ... .236 BATTERY B. FIRST REGIMENT, MASSACHUSETTS.

Capt. W. E. Lombard.
Lieut. M. Underwood.
Sergt. G. W. Cole.
Sergt. E. A. Thresher.
Corporal H. L. Smith.
Private T. Anderson.... Totals ..... . 218 FIFTH MARYLAND. Sergt. Wright
Sergt McSherry.
Private Smith
Sergt Kassenger
Capt Bowle
Major Rawlins. 202 Totals .. .224 THIRD NEW JERSEY. Capt J. M. Hare. Corporal A. D. Sawyer. Capt. W. S. Price. Major D. T. Mather... Totals..... 184 ELEVENTH INFANTRY, U. S. A.

Corporal Coddington. Totals .. .219 232 FIFTH BATTALION, D. C. Private C. L. Bode... Lieut. W. C. Whipp... Lieut. B. S. Nelligan. Private Walter Cash. Private C. A. Russel Private Whittacre... .....210 238 448 Totals..... SECOND REGIMENT, D. C. 250 238 Totals .....

FIRST REGIMENT, NEW JERSEY. Capt. A. H. Graff... Sergt. Malcolm... Capt. A. Rowland... Sergt. W. McCune. .227 Totals.... 233 FIRST REGIMENT INPANTRY, D. C. Major G. B. Young ... 41
Lieut. A. M. Alihaon ... 40
Frivate W. E. Colloway ... 40
Capt. C. A. Weaver ... 37
Lieut. H. H. Lelzeat ... 42
Private E. J. Fink ... 26

Totals.....226 228 The team of the Sixth Regiment of Washington, which leads with 492, considered seriously the question of protesting against the score of the Fourth New Jersey, which is only two points behind, on the ground that they exceeded the time limit placed on the match Whether or not a protest will be entered rest with Major Bell, who is in command of the team.

Whether or not a protest will be entered rest with Major Bell, who is in command of the team.

Col. N. B. Thurston, who was occupied today inspecting the Second Battalion of New York at Van Cortlandt Park, arrived to-night and took charge of the New York team, which consists of fifteen men. He will be assisted by Capt. W. H. Palmer, Inspector of Small Arms Practice of the Seventh Regiment, and Sergt. Alexander Stevens of Company F, Seventh Regiment. The team is made up as follows:

Sergt. W. S. Lamb of Company E, Twelfth Regiment, Private H. B. Van Hussen, of Company B, Twelfth; Sergt. John Corrie, N. C. S., Twelfth; Lieut. T. C. Wiswell, Company F, Seventh; First Sergt B, MoAlpin, Company F, Seventh; First Sergt B, MoAlpin, Company B, Seperate Company; Sergt J, P. Fowler, Company B, Seventy-fourth; Private H. J. Westwood, Company F, Seventy-fourth; Sergt George H, Doyle, Company H, Seventy-fourth; Corporal H, Daube, Adjutant, Seventy-frist; Lieut. Robert Byars, Company E, Seventy-frist; Lieut. Robert Byars, Company E, Seventy-first; Lieut. Robert Byars, Company E, Twelfth.

The New York boys spent the day principally in practice shooting. They have been stored.

Company E. Seventy-first: Private F. M. Dardingkeller. Company E. Tweitht.

The New York boys spent the day principally
in practice shooting. They have been shooting at Creedmoor lately in anticipation of the
New Jersey matches and hope to carry off some
of the honors. They will enter the Hilton
Trophy match on Wednesday, and the InterState on Thursday.
Sergeant Doyle put up a good score to-day on
the 500-yard range. He made 46 out of a possible
50. Corporal H. Daute, Adjutant of the Seventyfirst, stopped with 43. Sergeant McAlpin of the
Seventh has 62 out of 70 to his credit in the
Savage match, but it is too early in the week
to figure on the winner.

At 2 o'clock the New Jersey National Guard

to figure on the winner.

At 2 o'clock the New Jersey National Guard match was started. The first prize is the N. J. N. G. trophy, with a medal to each member of the winning team. The Fourth New Jersey won the match last year.

The New Jersey National Guard match was represented by each of the four teams in the State at the finish of the first stage at 200 and 500 yards. The scores were:

200 Yds. 500 Yds. ......177 239 .....197 244 .....164 234 .....204 256 197 197 104 204 Fourth 256

The skirmishes which are to be run to-morrow will decide the match. At present the Fourth has a good lead, their total being 460. The Columbia trophy match, open only to New Jersey teams, was undecided when the ranges shut down for the night, and, like the New Jersey National Guard match, will be decided by the skirmish runs. The scores thus far are: First, 460; second, 460; third, 394; fourth, 498. The best score of the day was made toward sunset by Capt. Whittemore of the Fourth New Jersey, who ranged out 48 out of a possible 50 in the New Jersey National Guard match. The Schuetzen team match had five entries. The individual and team scores follow:

The Individual and team scores follow:

Zeitle Rifle Club of New York, First Team—F. C. Ross, 208; M. Darrier, 208; H. Pope, 191; George Johner, 200; H. Heigls, 170. Total, 977.

Philadelphia Rifle Association—H. J. Mehand, 201, J. G. Dillon, 177; G. Claude Goddard, 178; I. P. Itell, 204; Nathan Spearing, 204. Total, 964.

Zeitle Rifle Club, Second Team—L. P. Hansen, 206; R. Busse, 196; George Purkeiss, 188; George Schlicht, 201; G. Wighman, 165. Total, 956.

Manhattan Rifle and Revolver Association—J. E. Siliman, 186; W. P. Uhler, 181; C. E. Tayntor, 196; L. C. Buss, 186; Dr. W. G. Hudson, 205. Total, 953. Hoboken Independent Scheutzen—A. Peters, 175; E. Pischer, 185; A. Volke, 125; W. Forkel, 175; E. Berckman, 192. Total, 852.

Each member of the winning team will receive a gold medal. The high wind made good

Why Does "The Sun"

believe that it is especially adapted to do your advertising? Because in all New York there is no man of properly, no man of real substance, no citizen of standing and of honorable ambition who does not read The SUN.—Ads.

scores at the revolver ranges out of the question, but the members of Squadron A, led by Lieut. R. H. Sayre, spent the greater part of the day practising. Bayre made the highest score. David McCalley of New South Wales is here to take part in the individual matches. His shooting will be watched with considerable interest. The interest to-morrow will be centred in the carbine match and the skirmish runs. To-night the sharpshooters are hoping for less wind to-morrow, as the meeting is robbed of much interest by the low scores.

FITCHBURG R. R.'S ANNUAL REPORT. Increased Earnings Last Year-Improvements

Completed and Under Way. The annual report of the Fitchburg Railroad, just issued, shows that for the year ending June 30 1900, the road earned \$8,071,440 gross, an increase of \$424,360, and \$2,703,573 net, an increase of \$234,524. Although the percentage of operating expenses decreased slightly, the aggregate operating expenses increased about \$52,000. A surplus of \$965,997 was transferred to the Boston and Maine Railroad Company under the terms of the lease of the Fitchburg to that company, which became effective July 1, 1900. This surplus amounts to a little more than 2 per cent. on both preferred and common

President Codman reports that by the con struction of a second track for a distance of 1% miles, and an arrangement for joint use with the Delaware and Hudson Company, between Crescent and Mechanicsville, in New York State, 1.85 miles have been added to the double track mileage of the company. A further section of

mileage of the company. A further section of 6.7 miles of second track is in process of construction between Johnsonville and Snyders in New York at an estimated cost of \$160,000. The work of four-tracking between Cambridge and Boston has been completed. Work is nearly finished in the abolition of the grade crossings in Fitchburg.

Under the terms of an act of Congress the Fitchburg company has entered into a contract for the erection, maintenance and joint use of a slip for large ocean steamships on its property lying between the Hoosac Tunnel docks and the navy yard at Boston.

In view of recent talk about the dissatisfaction of some of the Fitchburg stockholders regarding the terms secured from the Boston and Maine, the following paragraph in President Codman's report is of interest: "The attention of common stockholders is called to the provision in the lease whereby they may exchange their holdings at par for 3 per cent, bonds of the Boston and Maine Railroad, and preferred stockholders who do not assent to the lease will note the opportunity provided in the act whereby their holdings may be valued and paid for, if deposited within ninety days of the date of the lease." and paid for, if deposited within ninety days of the date of the lea e."

LACKAWANNA'S NEW TERMINALS. Extent of the Work Just Completed at Walla-

bout Market, Brooklyn. The new freight terminals of the Delaware,

Lackawanna and Western Railroad at Wallabout Market in Brooklyn have been practically completed and will be ready for business next Thursday. These new terminals are at the foot of Clymer street, and they will give the Lackawanna management large facilities for handling freight traffic to and from Brooklyn. These improvements comprise a brick ware-

house, two stories high, with numerous tracks running into it and into its yard. Large electric elevators are provided for the purpose of conveying freight from one floor to the other. The daily handling capacity of this warehouse will range from 75 to 100 loaded cars, and the new yards have a track delivery capacity of ninety cars per day. It is expected that these facilities will be of much convenience to the dealers in and about Wallabout Market.

Immense loading derricks and track scales are placed at accessible points throughout the yards. The warehouse will be known as the Lackawanna Railroad Brooklyn Terminal and will be in charge of F. W. Bailey as local agent. Other Brooklyn freight stations maintained by the Lackawanna road are: The Brooklyn Wharf and Warehouse Company, extending from house two stories high, with numerous tracks

other Brooklyn registrict stations maintained of the Lackawanna road are: The Brooklyn Wharf and Warehouse Company, extending from Catharine Ferry to and including Eric Basin, and the Brooklyn Dock and Terminai Company whose territory extends from Gowanus Bay to and including the foot of Fifty-third street.

The Brooklyn wharf and warehouse property, for the better handling of freight, is divided into two termini, viz., the Fulton terminal, between Fulton and Atlantic avenue ferries, and the Atlantic Basin, situated on the water front between flamilton avenue and Soring street.

A strip of dock property at Thirty-fifth and Iron street in Chicago, with a river frontage of 655 feet, has been purchased by the Delaware, Lackawanna and Western Railroad Company and will be used for coal business. The price paid was \$50,000.

NO EMPTIES, NO GRAIN.

Atchison's Protective Policy Disturbs the Freight Situation.

Because of the grain congestion about Kansas City and the resulting rate disturbances. the Atchison, Topeka and Santa Fé Railroad has undertaken to protect its interests by re fusing to deliver its loaded grain cars to other fusing to deliver its loaded grain cars to other roads for shipment from Kanasa City to Chicago unless it secures in exchange an equal number of empty cars. The Atchison traffic men declare that they have been unable to recover many of their cars which have been transferred, while loaded, to other lines. This action of the Atchison is bitterly resented by some of the other lines and a further development of rate troubles is threatened. For the past few weeks the Atchison has been short of motive power between Kansas City and Chicago, but its grain deliveries at Chicago have been the largest in the history of the road.

Chicago and Alton's Rule Regarding Uniforms. In order to encourage cleanliness and neatness in the dress of its passenger train employees the Chicago and Alton management ployees the Chicago and Alton management has given notice that the com any will present one new uniform each year to each employee who obeys the rules strictly and who has held the same position in the employ of the road continuously for five years. Two uniforms—one winter and one summer—will be given annually to each employee who has been in the company's service ten years, holding one position continuously.

Live Stock Market.

Receipts of beeves for two days were 4,630 head, including 169 cars for slaughterers, 60 for export alive and 37 for the market. Opening prices were firm to 10c, higher; the market closed quiet with an easier feeling on Chicago advices. Poorest to best on active steers sold at \$4.50 \circ \$5.85\$ per 100 lbs.; a few oxen and stags at \$4.10 \circ \$5.85\$ per 100 lbs.; a few oxen and stags at \$4.10 \circ \$5.85\$ per 100 lbs.; a few oxen and stags at \$4.10 \circ \$5.85\$ per 100 lbs.; a few oxen and stags at \$4.10 \circ \$5.85\$ per 100 lbs.; a few oxen and stags at \$4.10 \circ \$5.85\$ per 100 lbs.; a few oxen and stags at \$4.10 \circ \$5.85\$ per 100 lbs.; a few oxen and stags at \$4.10 \circ \$5.85\$ per 100 lbs.; a few oxen and stags at \$4.10 \circ \$5.85\$ per 100 lbs.; a few oxen and stags at \$4.10 \circ \$5.85\$ per 100 lbs.; a few oxen and stags at \$4.10 \circ \$5.85\$ per 100 lbs.; and Exports to-day, none; to-morrow, 850 beeves and 5.600 quarters of beef.

Receipts of calves were 2.720 head, all for the market, making, with the stale stock, 2.820 on sale. Veals were in demand, and good stock firm to a fraction in the day at full last week's closing prices; the finish mass duil and 200 head were likely to be carried over. Poor to choice veals sold at \$5.25.5 per 100 lbs., and some lots up to \$5.400 \$5.50; cuils and little calves at \$4.25; grassers at \$2.25 \circ \$1.25\$ per 100 lbs., and selected do. to feeders at \$3.25; buttermilks at \$3.000 \$5.50; perilings at \$2.12; \circ \$2.250\$. City dressed veals firm at \$9.25\$ at \$2.12; \circ \$2.250\$. City dressed veals firm at \$9.25\$ at \$2.12; \circ \$2.50\$. City dressed veals firm at \$9.25\$ at \$2.12; \circ \$2.250\$. City dressed veals firm at \$9.25\$ at \$2.12; \circ \$2.250\$. City dressed veals firm at \$9.25\$ at \$2.12; \circ \$2.50\$. City dressed veals firm at \$9.25\$ at \$2.12; \circ \$2.50\$. City dressed veals firm at \$9.25\$ at \$2.12; \circ \$2.50\$. City dressed veals firm at \$9.25\$ at \$2.12; \circ \$2.50\$. City dressed veals firm at \$9.25\$ at \$2.12; \circ \$2.50\$. City dressed veals firm at

"Maxey" Long Home.

Maxwell W. Long has returned from Europe after one of the most successful tours ever made by an American athlete abroad. He returned on Sunday on the Red Star Line, landing at Philadelphia, and yesterday went to his home at Amity street, Flushing, L. I. While on the at Amity street, Flushing, L. I. While on the other side of the Atlantic he took part in eighteen events, securing thirteen first prizes, four seconds and was once unplaced.

Long said of the trip when seen at his home at Flushing yesterday:

"The Englishmen and others whom we met on the trip received us with open arms. One thing I noticed about the English runners is that the long-distance men seem to be better than in this country, but we have the best men at short distances. The prizes awarded by the clubs are much more expensive than they are here and there is a little encouragement to run. There is no truth in the report that I am to retire from athletics. I intend to take part in the American championships on Sept.

Olympic Yacht Club Regatta, The annual fall regatta of the Olympic Yacht Club

was sailed yesterday over the club courses on the upper bay. In class A of sloops the Anita, owned by William H. Hopkins, finished ahead of the Swallow, John D., Hamilton and Priendship. On corrected time the Swallow wins. In the catboat class the Lillian, owned by W. S. Andrews, beat the Jamie S., Defiance, Kinderhook, Kimberley, W. J. S. and E. L. W. In the sharple class the winner was the Pecavic, owned by G. H. Nash. She beat the Annie-Clarence, May, Pantaloon, Haiel Kirke, Seminole and Wenonah. per bay. In class A of sloops the Anita, owned by

FINANCIAL AND COMMERCIAL.

Reports from the London stock market esterday indicated a better feeling. Such slight changes as there were in the prices of securities showed slight improvements. Money on call was quoted in London at 3@31/2; short bills 3%@3 11-16, and three months' bills at 3 11-16. Bar silver was steady at 28 7-16. Following is a comparative statement of the latest London quotations on consols and leading American securities:

Saturday's 12:30 P. M. N. Y. Friday's latest. yesterday equin N. Y. Clos. oney 9814 98 15:16 -Consolsmoney 9814 9914 Consols acct.. 9814 Anaconda .... 914 Can Pacific. . 91% 9 1 % 1 114 Erie 1st of .... 3 5 % 3514 1194 116% 1 1 6 94 73% Lou & Nash., 73% N Y Central .. 13316 133% 130% 1294 Nor Pacific pf 73 Pennsylvania 65% 65% 128 128% Reading ..... 8 %
St Paul ...... 1 1 6 % 116% 113% Union Pac pt. 76% 7616 The amount of bullion withdrawn from

the Bank of England on balance yesterday was £25,000. Spanish fours closed at 72%. The weekly statement of the Imperial Bank of Germany shows the following changes Cash in hand decreased 42,060,000 marks; Treasury notes decreased 1,100,000 marks; other

ury notes decreased 1,100,000 marks; other securities increased 31,180,000 marks; notes in circulation increased 32,800,000 marks; notes in circulation increased 32,800,000 marks; notes in paris 3 per cent. rentes, were quoted at 101 francs for the account. Exchange on London 25 francs 15½ centimes for checks. Spanish fours closed at 73,52½.

In the Liverpool cotton market spot cotton showed an increased demand with prices higher. American middling, fair, 6.5-18d; good middling, 5.27-32d; low middling, 5.27-32d; low middling, 5.27-32d; good ordinary, 5.7-16d; ordinary, 5½d. The sales of the day were 8,000 bales, of which 500 were for speculation and export and included 5,000 bales. American. Receipts, 4,300 bales, all American. Futures opened firm and closed steady.

Closing prices in Liverpool for meats and produce were: Beef, extra Indian mess, dull, 72s, 6d; prine mess, 6ds, 3d; pork, prime mess, western, 72s, 6d; lard, American refleed in palls, 38s, 9d; prime western in therces, 35s.

produce were: Beet, extra landar mess, 172s. 6d.: prime mess, 68s. 3d.; pork, prime mess, 8s. 3d.; pork, prime mess, western, 72s. 6d.: lard, American refleed in pails, 36s. 9d.: prime western in therces, 38s. 3d. Hams, short cut, 14 to 16 lbs., easy, 46s. 6d. Bacen, Cumberland cut, 28 to 30 lbs., firm, 41s. 6d.; short rib, 18 to 22 lbs., firm, 45s.; long clear middles, light, 30 to 35 lbs., firm, 41s.; 6d.; long clear middles heavy, 35 to 40 lbs., firm, 41s.; short clear backs, 16 to 18 lbs., firm, 40s.; clear bellies, 14 to 16 lbs., firm, 45s. 6d. Shoulder, square, 12 to 14 lbs., steady, 33s. 6d. Cheese, American, finest white, dull, 6d.: do. colored, dull, 51s. 6d. Tallow, prime city, dull, 24s. 9d.; Australian in London, dull, 51s. 6d. Cotton-seed cil, hull refined, November-April, steady, 23s. 6d. Turpentine, spirits, steady, 37s. Rosin, common, steady, 4s. 9d. Linseed cil, 53s. 9d. Butter, United States, finest, 94s.; do., good, 80s. Petroleum, 6½d. BER 5TH, 1900.

Buffalo Freight Rates Demoralized

Trunk line freight agents say that rates on reight shipments on railroads running east and west from Buffalo are in a badly demoralized condition. Large shippers of merchandise, it is asserted, refuse to pay the regular rates because they claim to have proof that secret rate cutting has been going on for at least a month. Railway men say that the rate cutting, if there is any, is the fault of the lake and rail lines.

St. Paul's Rights on St. Paul and Duluth. The Northern Pacific Railroad Company has leased to the Chicago, Milwaukee and St Paul, for 100 years, trackage rights over the entire length of the St. Paul and Duluth Railroad. Under the terms of this lease the St. Paul road can run its trains and make through rates to Duluth er it can allow the St. Paul and Duluth corporation to handle its business from St. Paul and Minneapolis.

Bankers and Brokers.

## ENNIS & STOPPANI

Members Consolidated Stock Exchange New York Produce Exchange BANKERS AND BROKERS, 34 New St. and 38 Broad St., New York.

LISTS OF DESIRABLE STOCK and BOND INVESTMENTS

STOCKS, WHEAT, COTTON. A daily market letter, giving outline of markets, quotations, free; also, monthly table with prices August. BRANCH OFFICE: ASTOR COURT, 20 W. 34TH ST.

THOMAS L. MANSON, JR., & CO., Members New York Stock Exchange. EMPIRE BUILDING, 71 BROADWAY.

TELEPHONES 1887 to 1890 CORTLANDT INVESTMENT SECURITIES, STOCKS AND BONDS BOUGHT AND SOLD ON COMMISSION.

BEANCH OFFICE, 67 GOLD ST. PRIVATE WIRES TO BOSTON.

JACOB BERRY & CO.,

CONSOLIDATED STOCK EXCHANGE,

44 and 46 BROADWAY NEW YORK.

STOCKS, BONDS, GRAIN, COTTON. Send for our new book entitled "A Glimpse at Wall Street and Its Markets," of unusual interest to careful operators. Also weekly or daily reports based upon scientific study of market conditions.

I. F. MEAD & CO., 44 & 46 BROADWAY, N. Y. Twenty-five years' membership in N. Y. Stock Exchange.

STOCKS AND BONDS Bought and Sold for Cash or on Margin. Stoppani & Hotchkin,

Members New York Consolidated Stock Exchange, 66 BROADWAY, N. Y. Orders executed for investment or on margin. STOCKS, BONDS, GRAIN, COTTON.

Unlisted Securities a Specialty DAVID PFEIFFER. 18 Wall St.

Dividends and Interest.

RUBBER GOODS MANUFACTURING CO.
Notice of Dividend on Preferred Stock.
The Directors have this day declared a Quarterly
Dividend (No. 6) of 134% on the Preferred Stock of
this Company, out of the earnings, payable on the
15th day of September. To stockholders of Record on
the 5th day of September. The Transfer Books will
be closed Saturday. September 8. at twelve o'clock
M., and will reopen on September 17, at ten o'clock
A. M. Cheques will be malled to registered holders.
BARING, MAGOUN & CO.
August 29, 1900.
Transfer Agent
RUHBER GOODS MANUFACTURING CO.

August 29, 1900.

Transfer Agent

RUHBER GOODS MANUFACTURING CO.

Notice of Dividend on Common Stock.

The Directors have this day declared a Dividend
(No. 2) of One Per Cent. (1%) on the Common
Stock of this Company, out of the earnings, payable
on the 16th day of October, to Stockholders of Record
on the 5th day of October.

The Transfer Books will be closed Saturday, October 6, at twelve o'clock M., and reopen October 16th,
at ten o'clock A. M. Cheques will be mailed to registered holders.

BARING, MAGOUN & CO.

August 29, 1900.

Transfer Agent

THE DELAWARE AND HUDSON COMPANY,
New York, Aug. 29, 1900.—A quarterly dividend
of ONE AND ONE-OUABTER (144) PER CENT on

New York, Aug. 29, 1900.—A quarterly dividend of ONE AND ONE-QUARTER (14) PER CENT. on the capital slock of this company will be paid at the office of the Company, 21 Cortlandt Street. In this city, on and after Saturday, Sept. 15, 1900. The transfer books will be closed from the close of business to-day until the morning of Monday, Sept. 17, 1909.

By order of the Board of Managers.

CHARLES A. WALKER, Treasurer

Chicago, Peoria & St. Louis Railway Co. of Illinois.

Coupons due September 1st, 1900, from the Prior
Lien 4½ % Thirty Year Gold Bonds of the above
Companywill be paid on and after that date at the
office of Dent, Palmer & Co. 27 Pine Street, New York
RALPH BLAISDELL, Treasurer.

Financial.

The Etna Life Insurance Company
OF HARTFORD.

ITS FIFTETH ANNIVERSARY. By arrangement, any policy-holder of the Company will be furnished with valuable statistics showing the growth of the Stock Department, free on application to the Insurance Record, 32 Nassau Street. New York.

Financial.

TO THE HOLDERS OF 5% Equipment and Collateral COLD BONDS, due 1919,

(SECOND SERIES) Mexican Central Railway Company, Ltd.

Notice is hereby given that in conformity with the terms of the Agreement of Sale dated 2d October, 1899, between the Mexican Central Railway Company, Ltd., and the Old Colony Trust Company, Trustee, bonds bearing the following numbers, via: 17 83 169 265 360 534 597 711 41 96 197 286 394 564 662 728 46 104 248 295 483 575 681 806 64 168 262 359 503 590 687 832

have been drawn by lot for redemption by the undersigned in the presence of George H. Butters, Notary Public, and that the same should be presented for payment, at par and accuraci interest, at the office of citier the Old Colony Trust Company. Boston, Massachusetts, the Manhattan Trust Company, New Yor, or Messrs. Glyn. Mills. Currie & Company, 67 Lombard Street, London, E.C., on or after 1st October, 1900, on which date interest on said bonds will cease. OLD COLONY TRUST CO., Trustee By FRANCIS R. HART, Vice-President

Countersigned: GEORGE H. BUTTERS, Notary Public

Boston, London, September 4, 1900.

## Toledo, St. Louis and Kansas City Railroad Co. REORGANIZATION.

NOTICE IS HEREBY GIVEN that the second in stalment of the payment due on the Preferred and Common Stocks of the above named Railroad Company, viz., \$5 per share on the Preferred Stock, and \$3 per share on the Common Stock, is hereby called or payment at the office of the CENTRAL TRUST COMPANY OF NEW YORK, 54 WALL STREET NEW YORK CITY, ON OR BEFORE SEPTEM

All holders of the Central Trust Company of New York certificates of deposit for such stocks are not fied to pay the amount due under this call on or be The CERTIFICATES MUST BE presented at the

time of payment so that amount paid may be endorsed New York, Aug. 25, 1900. FREDERIC P. OLCOTT, Chairman. WILLIAM A. READ,

HENRY BUDGE. J. KENNEDY TOD. J. N. WALLACE, Secretary.

Post Office Notice.

DOST OFFICE NOTICE.

(Should be read DAILY by all interested, as changes may occur at any time.)

Foreign mails for the week ending Sept. 8, 1900, will close PROMPTLY in all cases) at the General Post Office as follows: PARCELS POST MAILS close one hour earlier than closing time shown below. Parcels Post Mails for Germany close at 5 P. M. Monday and Wednesday.

day and Wednesday.

TRANSATLANTIC MAILS.

TUESDAY.—At 6:30 A. M. for EUROPE, per steamship Katser Wilhelm der Grosse, "via Chertourg and Bremen (mails for Great Britan, Ireland, Belgium, Netherlands, 2 ustria, Norway (Bergen, and Cape Colony, via Southampton must be directed "per steamship Katser Wilhelm der Grosse"; at 7:30 A. M. (supplementary 2:30 A. M.) for EUROPE, via Plymouth, Cherbourg and Hamburg. Letter Mail only, (other mail matter must be directed per steamship Deutschland).

matter must be directed per steamship Deutschland).

WEDNESDAY.—At 7 A. M. (supplementary 2 A.
M.) for EUROPE, per steamship St. Paul, via
Southampton (mail for Ireland must be directed
"per steamship St. Paul"; at 10:30 A. M. for BELGIUM direct, per steamship Southwark (mail
must be directed "per steamship Southwark (mail
must be directed "per steamship Southwark (mail
must be directed "per steamship Southwark");
at 11 A. M. (supplementary 12:30 P. M.) for EUROPE, per steamship Oceanic, via Queenstown.
THURSDAY.—At 6:30 A. M. for EUROPE, per
steamship Columbia, via Plymouth and Hamburg (mail for France, Switzerland, Italy, Spain,
Portugal, Turkey, Egypt, British India and
Lorenzo Marques, via Cherbourg, must be directed
"per steamship Columbia"; at 6:30 A. M. for
FRANCE, SWITZERLAND, ITALY, SPAIN,
PORTUGAL, TURKEY, EGYPT, BRITISH
INDIA and LORENZO MARQUES, per steamship La Touraine, via Havre (mail for otherparis
of Europe must be directed "per steamship La
Touraine").

SATURDAY.—At 8 A. M. for NETHERLANDS,

TURDAY .- At & A. M. for NETHERLANDS per steamship Massdam (mail must be directed per steamship Massdam); at 10 A.M. for SCOT-LAND direct, per steamship City of Rome (mail must be directed "per steamship City of Rome"); at 10:30 A.M. (supplementary 12 M.) for EUROPE, per steamship Campania, via

for EUROPE, per steamship Campania, via Queenstown.

\*PRINTED MATTER, etc.—This steamer takes Printed Matter, Commercial Papers and Samples for Germany only. The same class of mail matter for other parts of Europe will not be sent by this ship unless specially directed by her.

After the closing of the Supplementary Transatiantic Mails named above, additional supplementary mails are opened on the piers of the American, English, French and German steamers, and remain open until within Ten Minutes of the hour of salling of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, ETC.

WESTINDIES, ETC.

TUESDAY.—At 9:30 A. M. (supplementary 10:30 A. M.) for CENTRAL AMERICA (except Costa Rica) and SOUTH PACIFIC PORTS, per steamship Allianca, via Colon (mail for Guatenal; must be directed "per steamship Allianca", at 4 P. M. for JAMAICA, per steamship Allianca", at 4 P. M. for JAMAICA, per steamship Allianca", at 8:30 A. M. for BRAZIL, per steamship Buffon, via Pernambuco, Bailia and Rio Janeiro (mail for Northern Brazil and La Plata Countries must be directed "per steamship Buffon"); at 10 A. M. for INAGUA and HATT, via Port au Prince, Port de Plata and Cape Halti, per steamship Tiomo, at 12:30 P. M. (supplementary 1 P. M.) for ST. THOMAS, ST. CROIX, WINDWARD ISLANDS, LEEWARD ISLANDS and DEMERARA, per steamship Linaka (mail must be directed "per steamship linaka").

THUESDAY.—At 1 P. M. for YUCATAN, CAM-

P. M. for MEXICO, via Tampico, per steamship Ithaka (mail must be directed "per steamship Ithaka").

THURSDAY.—At 1 P. M. for YUCATAN, CAM-PECHE, TABASCO and CHLAPAS, per steamship Vigilancia, via Havana and Progreso (mail for other parts of Mexico and for Cuba must be directed "per steamship Vigilancia"); at 1 F. M. for Santilago, per steamship Santiago de Cuba; at 9 P. M. for JAMAICA, per steamship Admiral Sampson, from Boston.

SATURDAY.—At 1 A. M. for NEWFOUNDLAND, per steamship Corean, from Philadelphia, at 1 A. M. for NORTHERN BRAZIL, via Para and Manaos, per steamship Maranhense; at 11 A. M. for LA PLATA COUNTRIES, per steamship Bellena; at 10 A. M. (supplementary 10:30 A. M.) for FORTUNE ISLAND. JAMAICA, SAVANILLA and CARTHAGENA, per steamship Alta! (mail for Costs Rica must be directed "per steamship Alta!", Port au Prince, Petit Goave and Jeremie), per steamship Andes, at 10 A. M. (supplementary 10:30 A. M.) for FORTO RICO (via San Juan), CURACOA and VENEZUELA, per steamship Caracas (mail for Savanilla and Carthagena must be directed "per steamship Caracas", at 11 A. M. for CUBA, per steamship Silvia; at 11 A. M. for CUBA, per steamship Silvia; at 11 A. M. for CUBA, per steamship Silvia; at 11 A. M. for CUBA, per steamship Mexico, via Havana; at 11 A. M. for YUCATAN, per steamship Mercator, via Progreso; at 1 F. M. for MATANARAS, CAIBARIEN, GIBARA and BARACOA, per steamship Olinda (ordinary mail only, which must be directed "per steamship Olinda").

Olinda").

Mails for Newfoundland, by rail to North Sydney, and thence by steamer, close at this office daily at 8:30 P. M. (connecting close here every Monday, Wednesday and Saturday). Mails for Miquelon, by rail to Bostom, and thence by steamer, close at this office daily at 8:30 P. M. Mails for Cuba, by rail to Port Tamps, Pla., and thence by steamer, close at this office daily (except Monday) at 47 A. M. (the connecting closes are on Sunday, Wednesday and Friday). Mails for Mexico City, overland, unless specially addressed for despatch by steamer, close at this office daily at 2:30 A. M. and 2:30 P. M. Mails for Costa Rica, by rail to Mobile, and for Helize, Puerto Cortez and Guatemala, by rail to New Orleans, and thence by steamer, close at this office daily at 43 P. M. (connecting closes here Tuesdays for Costa Rica and Mondays for Belize, Puerto Costa Rica Mondays for Belize,

at 6 P M. previous day.

TRANSPACIFIC MAILS.

Mails for Australia (except West Australia), New Zealand, Hawaii, Fiji and Samoan Islands, via San Francisco, close here daily at 6.30 P. M. after Aug. 4 Jun and up to Sept. 4 jist, inclusive, or on day of arrival of steamship Campania, due at New York, Sept. 4 jist, for despatch per steamship Sierra. Mails for China and Japan, via Vancouver, close here daily at 6.30 P. M. up to Sept. 44th, Inclusive, for despatch per steamship Empress of China createred mail must be directed "via Vancouver"). Mails for China, Japan and the Philippine Islands, via Tacoma, close here daily at 6.30 P. M. up to Sept. 44 inclusive, for despatch per steamship Victoria. Mails for dispan, China and Philippine Islands, via Scattle, close here daily at 6.30 P. M. up to Sept. 44 inclusive, for despatch per steamship Victoria. Mails for china and Philippine Islands, via Scattle, which was the steamship of the seatile. Mails for Hawaii, China, Japan and Philippine Islands, via San Francisco, close here daily at 6.30 P. M. up to Sept. 10th.; inclusive, for despatch per steamship Doric. Mails for Hawaii, via San Francisco, close here daily at 6.30 P. M. up to Sept. 10th.; inclusive, for despatch per steamship Doric. Mails for Hawaii, via San Francisco, close here daily at 6.30 P. M. up to Sept. 10th.; inclusive, for despatch per steamship Australia, Mails for Australia (except West Australia, which goes via San Francisco, at Cept West Australia, which goes via San Francisco, at Cept West Australia, which goes via San Francisco, at Cept West Australia, which goes via San Francisco, at Cept West Australia, which goes via San Francisco, dose here daily at 6.30 P. M. up to Sept. \$13th, inclusive, for despatch per steamship Warimoo (suppliementary mails, via Scattle, close at 6.30 P. M. Sept.

tary mails, via Seattle, close at the port of sailing Transpacine mails are forwarded to port of sailing Transpacine mails are forwarded to port of sailing laily, and the schedule of closing is arranged on the presumption of their uninterrupted overland transfer the givered mail closes at 5 P. M. previous day. CORNHILUS VAN COTT, Postmann CORNHILUS VAN COTT, Postmann CORNHILUS VAN COTT, 1900.